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10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 12.30 p.m. ... Every 15 minutes.
12.30 p.m. to 1.00 p.m. ... Every 10 minutes.
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4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
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1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
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The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 11th FEBRUARY, 1904

HONGKONG certainly had no reason to complain of the amount of war news received in the Colony yesterday; and, as confirmation of the main details came from several sources, there can be no doubt as to their authenticity. The course of events so far seems to have been this:—On the 5th instant the Japanese Minister at St. Petersburg intimated to Russia that, in consequence of the delay of Russia's reply for twenty-two days, while Russia was actively preparing for war, Japan refused to wait any longer. On the next day, or on the 7th, the Japanese Minister was withdrawn from St. Petersburg. On the 8th instant Baron Rosen and the various Russian Consuls were recalled from Japan. On the night of the same day part of the Japanese fleet reached Port Arthur, and the torpedo-boats attacked the Russian fleet, disabling two of the best battleships and a big cruiser. These vessels were all lying in the outer roads; Port Arthur harbour is said to be incapable of holding the whole Russian squadron there, possibly owing to the fact that the new breakwater has rendered it semi-icebound. Another attack on Port Arthur seems to have been delivered on the next morning, that of the 9th instant, but full particulars have not arrived yet. In the meantime—on the 8th instant—an engagement took place near Chemulpo. A Japanese squadron escorting transports with troops no doubt intended for Seoul, of which Chemulpo is the port, met with some Russian warships and engaged with them. The Russian gun vessel *Koreets* was exploded by her crews, while the *Varyag*, a 6,500-ton cruiser, and a mail steamer with her were destroyed. Japan also captured about the same time the steamers *Mukden* and *Nomi*, Chinese Eastern Railway vessels which left Shanghai on the 1st and 4th instants respectively. These were taken off Fusan, the Korean port facing Tsushima, where a portion of the Japanese Army and the squadron were concentrated last week. The report about the *Mongolia's* capture, however, is not confirmed. Other reports, not substantiated by telegrams, were current yesterday, but up to the time of writing the above mentioned details alone seem to be trustworthy.

Japan has, according to these latter, scored a highly important initial success. She has, in one way or another, put five Russian warships out of use, two of them permanently. With regard to the other three, if they are seriously damaged (and this we may surmise from the fact of Admiral Alexiev's telegram to the Tsar), it is little likely that they will be capable of repair during the war. The significance of this, in view of the previously small difference of strength between the Russian and Japanese fleets, is not easy to over-estimate. Japan has evidently laid her plans and carried them out with precision, and the heartiest congratulations will be offered to her by her sympathisers throughout the world. It is not, of course, to be expected that this vein of success will continue without a break. Russia's enormous resources must still come into play. Nevertheless, in naval matters it will be difficult, if not impossible, for Russia to counteract the effect of her recent defeat. She will doubtless attempt to restore the balance by vigorous action on land. Whether she can do so remains to be proved. The Siberian line has yet to be tested in time of stress. It will surprise few if it fails to serve Russia as well as she hopes. With Russia's main question in the immediate future will be one of connections. Reinforcements and commissariat alike depend on these being maintained. Japan will, we may be sure, spare no effort to break them, and with so brave and devoted a people all that is possible is within attainment.

Though no news has yet come direct from London confirming the announcement we published yesterday from Singapore that an agreement has been reached between England and France to offer mediation between Russia and Japan after the first decisive engagement, there is good reason to believe that the statement will prove correct. Whether the belligerents will accept the offer is quite another matter. We presume the information must have reached Singapore from Indo-China, where the possibility of France being embroiled in the quarrel has been viewed with no little concern. This uneasiness has also been apparent in political circles in the French capital, and a month ago it was believed in "certain usually well-informed quarters" in Paris that Russia would not be unwilling for France to suggest international intervention in the quarrel. Having regard to the immense amount of French capital invested in Russia, it can readily be understood that this is a rôle which France would much prefer to play. France cannot afford to be drawn into a war with Japan. We notice that the *Liberty* a month ago gave expression to the fear that if France joined her ally in the fight, Japan would be almost certain to seize Indo-China "rather than run her head against a brick-wall by endeavouring to land troops in Manchuria." Japan of course could only do this with England's assistance. If France were actively supporting Russia, Japan by the terms of the alliance would receive the support of England, and a seizure of the French Colony would not, in that event, prove a difficult operation. But France does not appear to have entertained the idea of actively assisting Russia in a fight; as far as is known her efforts have been in the direction of securing a peaceful solution of the difficulties, and not until negotiations were broken off have we heard of any preparations on the part of France to strengthen her forces in the Orient. The statement that England and France have agreed to offer mediation after the first decisive engagement strikes us as being inherently probable, for England could not view with complacency the ruin of her ally any more than France could afford to watch Russia offering a protracted and costly resistance to a victorious Japan.

It is notified in the *Gazette* that Mr. J. H. Kemp has been appointed a Magistrate.

The appointment is notified at the Admiralty of Lieutenant H. Escombe to the *Glory*, as flag-lieutenant to Sir G.H.U. Noel.

It is no strange thing in Hongkong to see strangely misspelt names on Chinese shop fronts and printed notices. One of the funniest of this kind of exhibition is to be seen at present. It is displayed near the Occidental Hotel and it announces to the public that certain articles are for sale at this particular shop "opposite the Accidental Hotel." Not a bad name for a hotel either.

Colonel Wylly, S.B., has resigned command of the Sherwood Foresters, the resignation having effect from to-day. Yesterday morning he inspected the 1st battalion of his late regiment—or rather his then regiment—a last inspection. Afterwards Colonel Wylly spoke a few words to the men, thanking them for their support. The band played "Auld Lang Syne" before dismissal. Temporary command of the regiment has been taken over by Major L. S. Gordon Cumming.

Mr. Milton Frier, the *Illustrated London News* war artist, now in Japan, is on his 27th war commission for the News.

The financier, Villman Cohen, one of the guarantors of the first instalment of the Transvaal Loan, has died suddenly at Johannesburg, it is believed owing to the strain of the present acute situation in South Africa.

H. M. S. *Hyacinth*, the flagship of Rear-Admiral Atkinson Willes, arrived in Colombo Harbour on the 26th ultimo, the day before the Japanese cruisers *Nisshin* and *Kurewa* were expected.

M. Paderewski is to visit Japan, proceeding via the Trans-Siberian, in the course of a prolonged tour he is about to make. Afterwards he proposes to visit China and India. But the war, of course, must affect his arrangements.

It was reported last month that the Kharkoff, Nikolaiev, and South-Western (Russian) railway companies had been directed to furnish a considerable quantity of covered vans, trucks, and locomotives for the use of the Siberian and Manchurian lines.

The Germans claim the exclusive right to supply by contract all machinery ordered by the authorities of Shanghai for use within 300 ft. of both sides of the railways constructed. It is on this ground, says the *Morning Post* correspondent at Chefoo, that they have stopped the machinery imported from Japan for Tientsin.

M. Andrew Cheridame, a member of the staff of *L'Eclair* (Paris) and a recent visitor to Hongkong, is staying in Calcutta. He is studying the economic and military questions of the Far East. He believed (a fortnight ago) that there are no immediate prospects of war between Russia and Japan, and is a strong advocate of linking India with Indo-China via Burma.

At a meeting of the Council of the Japan Society, held in London early last month, it was proposed that in the event of an outbreak of hostilities in the Far East the Society should offer to place a fully-equipped field ambulance at the service of the Japanese Government.

The expenses of the undertaking would, of course, be considerable, but it was thought could be met by the voluntary subscriptions of members of the Society. The proposal was adopted.

How do such paragraphs as the following get into the home papers? This, from the *Globe*, is but a variant of a foolish tale which has already appeared in print. It is aimed at the "New Journalism" in Hongkong: "An English newspaper in Hongkong scored heavily over the hosts of a smart dance who refused it the names of the fashionable guests. The paper came out with a full account of the ball, and selected itself a list of the people present from a small local directory. The hosts are still dancing."

The new battleships *Swiftsure* and *Triumph*, recently purchased by the Admiralty from the Chilean Government, have been added to the list of ships published in the official Navy List for January. They are described as twin-screw first-class armoured battleships of 11,800 tons and 12,500-horse power, each being armed with 18 guns. The *Triumph* is at the works of Messrs. Vickers, Sons, and Maxim, of Barrow-in-Furness, and the *Swiftsure* is at the works of Sir W. G. Armstrong, Whitworth, and Co., of Newcastle-on-Tyne. Both ships will be delivered at Chatham Dockyard on completion by the contractors.

Some of the New York papers regard the British Board of Trade statement for 1903 as a blow to Mr. Chamberlain's policy. The *New York Times* will say to-morrow:—"The Secretary for the Colonies, like all protectionists, has a taste only for calamity, since calamity is the only excuse for their policy. . . . When the English people have recovered from the excitement into which Mr. Chamberlain's personal influence and amazing political organisation have thrown them, they are not likely to believe that their situation is desperate so long as their trade grows." The *Post* takes a similar view. The *Mail and Express*, however, points out what other papers ignore—that, while in 1903 the balance of trade with the world in favour of the United States was \$394,422,442, the balance of trade was against Great Britain to the extent of about \$90,000,000.

The Tientsin correspondent of the *Standard* writes:—"It may not be without interest to home readers to learn that, according to recent roughly-compiled statistics, there are at Canton twelve German firms whose transactions represent some sixty million marks a year; and seventy-five per cent. of the total exports from Canton. At Amoy, a German Steamship Company, and a German Post Office, are doing a business with a capital of some three million marks each. At Hankow there are nine German firms, with an aggregate trade of six million five hundred thousand marks a year; their share in the total trade of the port amounts to nearly twelve millions in imports and three millions in exports. There are five German steamers running between Shanghai and Hankow. In Tientsin there are no fewer than twenty-nine German firms, and their share in the foreign trade amounts to some sixty per cent. exports and forty per cent. imports; in Peking the only retail establishments are German, and we hear a branch of the German Bank is soon to be started there. In Shanghai German competition is still keener, some sixty-eight firms doing business there, and their total turnover is reckoned at some twenty-two per cent. of Shanghai's total trade. It is as well to bring these figures to the fore occasionally, just to see how we stand."

The Dominion Government has been advised that Great Britain accepts Canada's offer to take over the expense of garrisoning Esquimaux and Halifax, owing to the possibility of war in the Far East.

The marriage arranged between the Hon. R. D. Denman and Helen Christian, only daughter of Sir Thomas Sutherland, G.C.M.G., will take place to-morrow at St. Margaret's, Westminster.

H.E. Sir Henry and Lady Blake, accompanied by H.E.H. Princess Louise Augusta of Schleswig-Holstein, visited Amurhapur, the most celebrated site of Buddhist remains in Ceylon, on the 21st ultimo and following day.

Signor Silvestrelli, the Italian Minister at Athens, has been appointed Ambassador at Madrid. Signor Silvestrelli, in a recent official report, disparaged Greece, alleging that the inhabitants were mostly Slavs and Albanians. This has caused the greatest indignation in Greece.

Commandant C. G. Pritchard, of the Volunteer Corps, announces that there will be electric-light runs on Tuesday, the 23rd inst., to Lyceum, and on Monday, the 28th, to St. George's and Belcher's. Launch arrangements will be small. Attendance will count two drills.

The new German Bishop of Shanghai will not, it transpires, be appointed for some months. The candidate put forward is the prior of the Steyer Missionary Congregation. He will have to be acknowledged both by the Propaganda and by the German Imperial Government.

"The foreign Consuls at Newchwang have lodged an unanimous protest with the Russian administrator against the renaming of the streets with Russian names." So says Reuter's Peking correspondent. It is interesting to know that these Consuls have voices left to raise protests. It is at least a sign of their continued existence in the "treaty port" of Newchwang.

In Devonport Dockyard, on the 6th ult., the first keel plate of the battleship *Hibernia* was laid. She is of the *King Edward the Seventh* class, her principal dimensions being:—Extreme length, 425ft.; extreme breadth, 78ft.; load draught, forward, 28ft. 3in., and aft, 27ft. 3in. Her load displacement will be 16,350 tons, and with engines of 18,400 h.p., her speed is to be 18½ knots. Her principal armament will be four 12in. and four 9.2in. guns in six barbettes.

A telegram dated Calcutta, January 24th, says:—"A few particulars of the interview Colonel Younghusband had with some envoys from Lhasa have been received. The Lhasa General offered favourable terms if the British retired to Yatung. Colonel Younghusband replied that it was too late for such a course. The General threatened trouble if the advance continued. Colonel Younghusband replied that, though hopeful of a peaceful settlement, he was fully prepared to meet opposition. He advised the General to inform the Lhasa Government accordingly. The General is evidently the most moderate of envoys, but overweighed by the Lamas, who are obstructive as regards a peaceful settlement. The interview was friendly."

Lord Charles Bessford believes that the men of the Navy would be pleased if on each warship there were a dog as the pet of the ship, and he thinks that the best dog for the purpose is a bull dog. The idea was mentioned to M. W. Jeffries, vice-president of the London Bull Dog Society, who bred the famous *Rodney Stone*, which broke all bull dog records, and which Mr. Croker, of New York, "the Boss of Tammany Hall," purchased for a thousand guineas. Mr. Jeffries at once said he would be pleased if Lord Charles would accept from him one of his best puppies, *Iron Stone*, a grandson of *Rodney Stone*. Lord Charles accepted the offer, and went to get the dog himself. "No," he said, "I won't have him sent. I'll take him with me now, and he goes straight to the *Majestic*. I hope we shall see one on every warship ere long. We shall all love to have such a pet."

A very interesting document is the report for 1903 of the Chamber of Commerce for Hamburg, portions of which deal with China. The consequences of the Boxer revolution are, it is stated, still visible in North China, and the pauperism of a large portion of the population, caused by that revolution, has had a "damaging influence on general business. In addition to the scarcity of money, an inclination of the native banks has been manifested to reduce credits, and a number of those banks have succumbed. Also in the south of the Empire political disturbances have increased, but lately an improvement in this respect has set in. The export of Chinese produce has been restricted by the increase of the value of silver, as by that advance Chinese goods have become dearer. The coast navigation in China has suffered by low freights. The abolition of *iklin* dues under the newly-signed commercial treaties between China and Great Britain as well as with Japan and the United States has been received with rejoicing. But it is apprehended that the officials, in whose pockets a considerable part of those *iklin* dues went, will now look for a substitute, and therefore it is to be hoped that before signing the commercial treaty between China and the German Empire now under consideration, it will be made fully clear that the cancelled *iklin* dues are not to be replaced by any secret duty for the benefit of the Chinese officials. The improved postal connection with the Far East via the Siberian railway is greeted with much satisfaction."

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR.

Kobe, 9th February, 5.40 p.m.

CAPTURE OF RUSSIAN WARSHIPS.

The Russian cruiser *Varyag* and the gunboat *Koreets* have been captured by the Japanese off Chemulpo.

Two Russian steamers belonging to the Chinese Eastern Railway Co.—it is believed the *Nomi* and the *Mukden*—have been captured off Fusan and brought to Sascho.

LONDON, 9th February, 11.30 p.m.

SUCCESSFUL TORPEDO ATTACK ON PORT ARTHUR.

Viceroy Alexieff has telegraphed to the Tsar that the Japanese torpedo-boats attacked Port Arthur at midnight on Monday. The battleships *Retvian* and *Tzarevitch* and the cruiser *Pallada* were all damaged.

SHANGHAI, 10th February, 3.6 p.m.

THE CHEMULPO FIGHT

The Russian gunboat *Koreets*, which sank at Chemulpo, was "self-exploded." The cruiser *Varyag* and the Chinese Eastern Railway Company's steamer *Sungari* were destroyed after thirty-five minutes' fighting.

The Japanese suffered no loss.

By kind courtesy of the Commodore, Rear-Admiral Robinson, we are enabled to publish the following accounts with reference to the above. The telegrams were received by the Admiralty and signalled to the fleet yesterday morning:—

"A steamer which has arrived at Chefoo from Port Arthur reports that the Japanese fleet attacked the Russian warships at Port Arthur on the night of the 8th instant with the result that they torpedoed two Russian battleships and one Russian cruiser, which had to be run ashore. An engagement between the Russian and Japanese fleets took place on the morning of the 9th instant, when four Russian warships were injured, but the Japanese warships received no injury.

"An hour's engagement between a Japanese escorting squadron and the Russian warships *Varyag* (1st-class cruiser), and *Koreets* (gun-boat) took place off Chemulpo. The gun-boat *Koreets* was sunk, and the cruiser *Varyag* took refuge at Chemulpo."

The local manager of the Yokohama Specie Bank kindly informed us yesterday evening that he had received the following telegram from the head office at Yokohama:—

"On the 8th inst. the Imperial Navy sank one Russian cruiser and one gunboat at Chemulpo; and on the same day sank two battleships and beached one cruiser at outer port of Port Arthur. On the 9th naval fighting being continued."

Particulars of the Russian warships captured, injured, or destroyed are as follows:—

The Russian cruiser *Varyag* is a vessel of 6,500 tons displacement; 420 feet in length; 52 feet beam; 2½ feet draught; 20,000 indicated horse power; was built at Philadelphia, United States, in 1898, being completed in 1900; she has three decks; twelve 6-inch guns, twelve 3-inch guns, six 1.5 Hotchkiss guns, six torpedo tubes, and is capable of steaming 23 knots.

The battleship *Retvian*, torpedoed by the Japanese at Port Arthur, is a vessel of 12,700 tons displacement; 374 feet in length; 72½ feet beam; 25 feet draught; 16,000 indicated horse power; was built at Philadelphia in 1900, being completed in 1902; 9.4-inch belt armour, 4-inch deck armour, 6.2-inch armour on side above belt, 9in. bulkhead armour, 10-inch armour at heavy guns, and 5-inch secondary armour; she has four 12-inch guns, twelve 6-inch guns, twenty 3-inch guns, twenty 3-pounders, and six 1-pounders; she is capable of steaming 18 knots.

The battleship *Tzarevitch* is a vessel of 13,110 tons displacement; 382½ feet in length; 76½ feet

beam; 25 feet draught; 16,300 indicated horse power; was built at La Seyne in 1901, being completed in 1902; 10-inch belt armour, 4-inch deck armour, 6-inch armour on side above belt, 8-inch armour at bulkheads, 10.11-inch armour at heavy guns, and 6½-inch secondary armour; she has four 12-inch guns, twelve 6-inch guns, twenty 1.8-inch guns, six 1.4-inch guns, and six torpedo-tubes; she can steam 18 knots.

The cruiser *Pallada* is a vessel of 6,630 tons displacement; 433½ feet length; 53½ feet beam; 21 feet draught; 11,810 indicated horse power; was built at St. Petersburg in 1892, being completed in 1902; she has 23 inch deck armour; six 6-inch guns, twenty 3-inch guns, eight 1.4-inch guns, and four torpedo tubes; she is capable of steaming 20 knots.

The gun-boat *Koreets* is a vessel of 1,213 tons displacement; 206 feet in length; 35 feet beam; 10½ feet draught; 1,500 indicated horse power; was built at Stockholm in 1886, being completed in 1887; she has 14-inch deck armour; two 6-inch guns, one 8-inch gun, two quick-firing guns, and two torpedo-tubes; she could steam 13.5 knots.

The steamer *Sungari* is a steamer of 814 tons net, belonging to the Chinese Eastern Railway Company, Limited, and has been employed on the run between Shanghai and the trans-Siberian railway terminus at Dalny. According to schedule she was to leave Shanghai for Chemulpo, Port Arthur, and Dalny on the 6th inst. She was built at Messrs. J. Scott & Co., Glasgow, in 1893, being 110 feet long in 1893, 111 feet in 1894, 112 feet in 1895, 113 feet in 1896, 114 feet in 1897, 115 feet in 1898, 116 feet in 1899, 117 feet in 1900, 118 feet in 1901, 119 feet in 1902, 120 feet in 1903, 121 feet in 1904, 122 feet in 1905, 123 feet in 1906, 124 feet in 1907, 125 feet in 1908, 126 feet in 1909, 127 feet in 1910, 128 feet in 1911, 129 feet in 1912, 130 feet in 1913, 131 feet in 1914, 132 feet in 1915, 133 feet in 1916, 134 feet in 1917, 135 feet in 1918, 136 feet in 1919, 137 feet in 1920, 138 feet in 1921, 139 feet in 1922, 140 feet in 1923, 141 feet in 1924, 142 feet in 1925, 143 feet in 1926, 144 feet in 1927, 145 feet in 1928, 146 feet in 1929, 147 feet in 1930, 148 feet in 1931, 149 feet in 1932, 150 feet in 1933, 151 feet in 1934, 152 feet in 1935, 153 feet in 1936, 154 feet in 1937, 155 feet in 1938, 156 feet in 1939, 157 feet in 1940, 158 feet in 1941, 159 feet in 1942, 160 feet in 1943, 161 feet in 1944, 162 feet in 1945, 163 feet in 1946, 164 feet in 1947, 165 feet in 1948, 166 feet in 1949, 167 feet in 1950, 168 feet in 1951, 169 feet in 1952, 170 feet in 1953, 171 feet in 1954, 172 feet in 1955, 173 feet in 1956, 174 feet in 1957, 175 feet in 1958, 176 feet in 1959, 177 feet in 1960, 178 feet in 1961, 179 feet in 1962, 180 feet in 1963, 181 feet in 1964, 182 feet in 1965, 183 feet in 1966, 184 feet in 1967, 185 feet in 1968, 186 feet in 1969, 187 feet in 1970, 188 feet in 1971, 189 feet in 1972, 190 feet in 1973, 191 feet in 1974, 192 feet in 1975, 193 feet in 1976, 194 feet in 1977, 195 feet in 1978, 196 feet in 1979, 197 feet in 1980, 198 feet in 1981, 199 feet in 1982, 200 feet in 1983, 201 feet in 1984, 202 feet in 1985, 203 feet in 1986, 204 feet in 1987, 205 feet in 1988, 206 feet in 1989, 207 feet in 1990, 208 feet in 1991, 209 feet in 1992, 210 feet in 1993, 211 feet in 1994, 212 feet in 1995, 213 feet in 1996, 214 feet in 1997, 215 feet in 1998, 216 feet in 1999, 217 feet in 2000, 218 feet in 2001, 219 feet in 2002, 220 feet in 2003, 221 feet in 2004, 222 feet in 2005, 223 feet in 2006, 224 feet in 2007, 225 feet in 2008, 226 feet in 2009, 227 feet in 2010, 228 feet in 2011, 229 feet in 2012, 230 feet in 2013, 231 feet in 2014, 232 feet in 2015, 233 feet in 2016, 234 feet in 2017, 235 feet in 2018, 236 feet in 2019, 237 feet in 2020, 238 feet in 2021, 239 feet in 2022, 240 feet in 2023, 241 feet in 2024, 242 feet in 2025, 243 feet in 2026, 244 feet in 2027, 245 feet in 2028, 246 feet in 2029, 247 feet in 2030, 248 feet in 2031, 249 feet in 2032, 250 feet in 2033, 251 feet in 2034, 252 feet in 2035, 253 feet in 2036, 254 feet in 2037, 255 feet in 2038, 256 feet in 2039, 257 feet in 2040, 258 feet in 2041, 259 feet in 2042, 260 feet in 2043, 261 feet in 2044, 262 feet in 2045, 263 feet in 2046, 264 feet in 2047, 265 feet in 2048, 266 feet in 2049, 267 feet in 2050, 268 feet in 2051, 269 feet in 2052, 270 feet in 2053, 271 feet in 2054, 272 feet in 2055, 273 feet in 2056, 274 feet in 2057, 275 feet in 2058, 276 feet in 2059, 277 feet in 2060, 278 feet in 2061, 279 feet in 2062, 280 feet in 2063, 281 feet in 2064, 282 feet in 2065, 283 feet in 2066, 284 feet in 2067, 285 feet in 2068, 286 feet in 2069, 287 feet in 2070, 288 feet in 2071, 289 feet in 2072, 290 feet in 2073, 291 feet in 2074, 292 feet in 2075, 293 feet in 2076, 294 feet in 2077, 295 feet in 2078, 296 feet in 2079, 297 feet in 2080, 298 feet in 2081, 299 feet in 2082, 300 feet in 2083, 301 feet in 2084, 302 feet in 2085, 303 feet in 2086, 304 feet in 2087, 305 feet in 2088, 306 feet in 2089, 307 feet in 2090, 308 feet in 2091, 309 feet in 2092, 310 feet in 2093, 311 feet in 2094, 312 feet in 2095, 313 feet in 2096, 314 feet in 2097, 315 feet in 2098, 316 feet in 2099, 317 feet in 2100, 318 feet in 2101, 319 feet in 2102, 320 feet in 2103, 321 feet in 2104, 322 feet in 2105, 323 feet in 2106, 324 feet in 2107, 325 feet in 2108, 326 feet in 2109, 327 feet in 2110, 328 feet in 2111, 329 feet in 2112, 330 feet in 2113, 331 feet in 2114, 332 feet in 2115, 333 feet in 2116, 334 feet in 2117, 335 feet in 2118, 336 feet in 2119, 337 feet in 2120, 338 feet in 2121, 339 feet in 2122, 340 feet in 2123, 341 feet in 2124, 342 feet in 2125, 343 feet in 2126, 344 feet in 2127, 345 feet in 2128, 346 feet in 2129, 347 feet in 2130, 348 feet in 2131, 349 feet in 2132, 350 feet in 2133, 351 feet in 2134, 352 feet in 2135, 353 feet in 2136, 354 feet in 2137, 355 feet in 2138, 356 feet in 2139, 357 feet in 2140, 358 feet in 2141, 359 feet in 2142, 360 feet in 2143, 361 feet in 2144, 362 feet in 2145, 363 feet in 2146, 364 feet in 2147, 365 feet in 2148, 366 feet in 2149, 367 feet in 2150, 368 feet in 2151, 369 feet in 2152, 370 feet in 2153, 371 feet in 2154, 372 feet in 2155, 373 feet in 2156, 374 feet in 2157, 375 feet in 2158, 376 feet in 2159, 377 feet in 2160, 378 feet in 2161, 379 feet in 2162, 380 feet in 2163, 381 feet in 2164, 382 feet in 2165, 383 feet in 2166, 384 feet in 2167, 385 feet in 2168, 386 feet in 2169, 387 feet in 2170, 388 feet in 2171, 389 feet in 2172, 390 feet in 2173, 391 feet in 2174, 392 feet in 2175, 393 feet in 2176, 394 feet in 2177, 395 feet in 2178, 396 feet in 2179, 397 feet in 2180, 398 feet in 2181, 399 feet in 2182, 400 feet in 2183, 401 feet in 2184, 402 feet in 2185, 403 feet in 2186, 404 feet in 2187, 405 feet in 2188, 406 feet in 2189, 407 feet in 2190, 408 feet in 2191, 409 feet in 2192, 410 feet in 2193, 411 feet in 2194, 412 feet in 2195, 413 feet in 2196, 414 feet in 2197, 415 feet in 2198, 416 feet in 2199, 417 feet in 2200, 418 feet in 2201, 419 feet in 2202, 420 feet in 2203, 421 feet in 2204, 422 feet in 2205, 423 feet in 2206, 424 feet in 2207, 425 feet in 2208, 426 feet in 2209, 427 feet in 2210, 428 feet in 2211, 429 feet in 2212, 430 feet in 2213, 431 feet in 2214, 432 feet in 2215, 433 feet in 2216, 434 feet in 2217, 435 feet in 2218, 436 feet in 2219, 437 feet in 2220, 438 feet in 2221, 439 feet in 2222, 440 feet in 2223, 441 feet in

JAPAN AND RUSSIA.

The rumour about Japan purchasing more warships from South American States arose because a council of Chilean Admirals advised the Government to sell the warships *Capitan Prat*, *Chacabuco*, *Almirante Condell*, *Almirante Lynch*, the transports *Maipo* and *Asencagua*, and seven destroyers.

The naval officials in Washington are said to have been somewhat embarrassed regarding the best disposition to be made of the warships on the Asiatic station in view of the possibility of war between Russia and Japan. In what is apparently an inspired statement it was announced last month that the policy of the Administration is to observe the strictest neutrality and not to intervene except in the single contingency of an infringement of U.S. treaty rights.

The correspondent of the *New York Herald* (Paris Edition) in St. Petersburg wrote last month: "Nearly all the people here in the present crisis regard Japan's conduct towards Russia as that of a naughty child. She is constantly told in the Press not to be so foolish, not to waste her money in the impossible task of fighting Russia, and so on. Says the *Gazette* today in a long article upon the folly of Japan's pretensions: 'What can she do to hurt Russia? She must take one of her strong fortresses—say Port Arthur. But she would require ten times more military force than she could ever bring to bear to accomplish such a feat. We think, however, that England and America will intervene to prevent Japan from taking any such mad step as that of making war upon us.' At the Foreign Office Japan is also referred to in a similar patronising way, and the usual remark is: 'It is a pity Japan should be so ill-advised. We can scarcely imagine she can mean really to go to war, for there can be but one issue to it.' The *Viedomosti* asks why Japan should thus seek to precipitate herself into certain bankruptcy."

The Douglas M. Haiman, which, as was announced in yesterday's *Daily Press*, has left for Shanghai to act, if necessary, for a Press agency, has been chartered through Messrs. Dodwell & Co.

HOCKEY.

A hockey match in the second round of the Cup competition was played off yesterday between the 110th Mahatras and the 93rd Burmas (1st team). A large crowd gathered to watch the match, and were rewarded by as fine an exhibition of hockey as has been seen in this Colony. The 93rd Burmas were somewhat fancied, but it was recognised that Lieut. Heath, the Mahatras' centre forward, might turn the game in his side's favour. This was precisely what happened. The Burmas started off well and scored a goal in the first ten minutes. They continued to have the better of the game in the first half, but could not add to their score. Soon after the restart the Mahatras got two corners in quick succession, and after the second Heath shot a fine goal. This stirred the Burmas up and their score went ahead again with a well-shot goal. The Mahatras, however, were not to be denied, and Heath added a second goal, and not long after a third. The Burmas played up desperately and, taking advantage of the fact that Heath retired from the forward line for a few minutes to back, went up the field, when Carleton scored for them, making the score 3 all. The Mahatras came on again and put through a fourth goal. Time was now short, and the Burmas, do what they could, were unable to draw level. On the contrary the Mahatras returned to the attack and Heath scored his fourth goal, making the score 5-3. Soon after the game ended. No better contest could be desired. Heath's play was wonderfully good, and distinctly won the match for his side.

SANITARY BOARD.

A meeting of the Board will be held to-day at 4.15 p.m.:

ORDERS OF THE DAY.

1. Report by the Sanitary Surveyor for the year 1903.
2. Correspondence relative to the question of washing accommodation in certain common lodging-houses.
3. Draft of new bye-laws proposed to be made under section 16 of the Public Health and Buildings Ordinances, 1903.
4. Application for permission to erect a bridge and staircase over Mason Lane.
5. Application for exemption from removing an iron roof erected in the backyard of No. 14, Beaconsfield Arcade.
6. Application relative to the question of external air in respect of Nos. 2 to 63, Bridges Street.
7. Application for exemption from the provision of a backyard in respect of No. 1, Wing Lee Street.
8. Applications for the renewal of fat-boiling licences in respect of Nos. 1 and 3 Wa Lane.
9. Applications for licences and for the renewal of licences for the sale of food for man outside the Markets.
10. Reports of the analyses of the public water supplies for the month of January, 1904.
11. Rat Return for the fortnight ended the 29th January, 1904.
12. Lime-washing Return for the fortnight ended the 2nd February, 1904.

SALE OF A YACHT.

Yesterday, Rear-Admiral C. G. Robinson's yacht the *Vernon* was sold by public auction to Mr. H. P. Tooker, of the P.W.D., for \$1,560. She was designed by Payne, launched in 1902, and has been sailing under a red and blue flag. Mr. T. P. Hough was the auctioneer.

HUMPHREYS' ESTATE AND FINANCE CO., LD.

ANNUAL MEETING.

The annual meeting of the Humphreys' Estate and Finance Co., Ltd., was held yesterday at noon in the offices of the Company, 33, Queen's Road Central. Mr. Hart Buck (chairman) presided, and there were also present Messrs. A. G. Wood, H. W. Slade, J. S. Van Buren, H. Humphreys, Ho Fung, A. H. Mancell, E. S. Joseph, C. Ewins, Captain W. E. Clarke, Captain E. Ungworth, Messrs. Ho Fook, Lo Cheung Shin, and J. L. Cotter (secretary).

The SECRETARY having read the notice calling the meeting.

The CHAIRMAN said—Gentlemen, the report and statement of accounts have been in your hands for the past ten days, so with your permission I will take them as read. On the credit side of profit and loss you will note that rents and interest show a falling-off as compared with the previous year. The decrease in rents is accounted for by the fact that 1903 rent account included a sum of \$4,000 estimated security for non-fulfilment of a lease contract, and the decrease in interest is apparent in the smaller amount now invested on mortgage. The sum of \$200,000 formerly under the heading of permanent reserve fund has been transferred to insurance reserve fund in accordance with a special resolution passed at an extraordinary general meeting held on the 26th March, 1903. This amount has been increased during the year by the addition of \$607.31, which represents the value of expired risks underwritten by the company. The increase to insurance reserve fund would have been much larger had it not been that many of our old policies did not expire until 31st December last. During the year your directors were offered and accepted a large property in Kowloon at a nominal price over and above the amount for which it was mortgaged to the company. This property when developed will be one of the finest in Kowloon. Building operations covering about half the ground acquired will be commenced this month. The block of fourteen houses on K.L.L. 573 will be completed in about two weeks' time. Eight of these are already let, and we do not anticipate any difficulty in letting the remainder. During the year we have been compelled by order of the Sanitary Board under the Public Health Ordinance, 1902, to expend a sum of \$7,842 in structural alterations to certain of our buildings in Kowloon. With some reluctance we have charged this amount to property account, I say with reluctance because the improvements to the buildings are a doubtful character and the rents have not been enhanced thereby. On the contrary the rent has been slightly diminished. The Sanitary Board may continue to compel property-owners to pull down the backs of their buildings in order to provide more window area, but it is doubtful whether they will ever be able to prevent the Chinese from keeping the windows constantly closed and thus rendering all the costly improvements null and void. No principle is more firmly established in our constitution or has often been upheld by the English Courts than the principle that without compensation a violation of the rights of property will not be permitted even for the general good; yet we find that in the new Health Ordinance nearly all the provisions of the English Acts for compensation have been omitted. The Bill is retrospective and its effect therefore is to legalise confiscation. It has proved a burden to both landlord and tenant, and has caused a serious decline in the value of Chinese suburban property, endangering a feeling of insecurity in regard to it which cannot be harmful to the best interests of the community. If any shareholder has any questions to ask I shall be pleased to answer them.

There being no questions, the CHAIRMAN put the formal resolution to the meeting.

Captain CLARKE seconded, and the motion was agreed to.

Mr. E. S. JOSEPH moved the re-election of the existing board, of which Messrs. J. S. Van Buren, C. Ewins, H. W. Slade, A. G. Wood, and Ho Tung were the retiring members.

Mr. H. HUMPHREYS moved the re-election of the auditors, Messrs. W. H. Gaskell and W. Hutton Potts.

Mr. A. S. MANCILL seconded, and the motion was agreed to.

This was all the business.

The CHAIRMAN stated that dividend warrants would be ready this morning (Thursday).

THE HONGKONG RACES.

The following were some of yesterday's times—

Bebel King, 14-mile—34, 1.07 3/5, 1.41 3/5, 2.14, 2.48 3/5

Algerine, 14-mile—33, 1.13, 1.47 1/2, 2.20, 2.52 1/2

Bare Rose, 14-mile—33, 1.12 2/5, 1.46 2/5, 2.21, 2.53 1/2

Vancouver, 14-mile—39 1/2, 1.13, 1.47 1/2, 2.21, 2.53

Pander, 1-mile—33 1/5, 1.07, 1.42, 2.14

Totia, 14-mile—41 1/2, 1.20 1/2, 1.56 1/2, 2.32 1/2, 3.05, 3.37 1/2

Northern Rose, 1-mile—35, 1.10, 1.44, 2.16 3/5

Day Break, 1-mile—32, 1.03 1/2

Discord, 1-mile—36, 1.10 2/5, 1.44, 2.16 4/5

Sylph Rose, 1-mile—35, 1.07 1/2, 1.42, 2.13

Talbot, 14-mile—35, 1.09, 1.43, 2.18, 2.52

La France, 14-mile, last 1 1/2—37, 1.15, 1.48 1/2, 2.23, 2.57, 3.28 1/2

Fiscal, 14-mile—37, 1.09, 1.42, 2.15, 2.48 1/2

Disclosure, 1-mile—33 1/2, 1.04 1/2

Chintanque, 1-mile—34 1/2, 1.08, 1.42, 2.15 1/2

Liberty Rose and *Edipus*, 1-mile—34 1/2, 1.10, 1.44 4/5, 2.16 1/2

Turbine, 1-mile, last 1 1/2—34 1/2, 1.08 1/2, 1.44 4/5

Rocket, 14-mile—33, 1.06, 1.40, 2.15, 2.48

THE HONGKONG ICE COMPANY, LIMITED.

ANNUAL MEETING.

The twenty-third annual meeting of the Hongkong Ice Company was held yesterday in the General Manager's office, Paddis Street, at 12.30 p.m. The Hon. C. W. Dickson was in the chair, and there were present Messrs. Duncan Clarke, W. Parlane (Manager), W. W. Dixon, Barlow, Lewis, May, Rodger, Mooney, Smyth, K. McK. Ross, Ho Tung, Ho Fook, Lo Cheung Shin, and Peter Bow, Secretary.

The SECRETARY having read the notice convening the meeting.

The CHAIRMAN said—Gentlemen, I propose in accordance with custom, to take the report, and accounts as read. An appreciable increase in the quantity of ice disposed of during the year has brought about the improved working result shown in the accounts now before you, which I doubt not you will regard as satisfactory. The low exchange which was current during a considerable part of the year led to the charging of an increased price to consumers taking small supplies from the depot, but with an improvement in rates the old tariff, after a short period, was gladly reverted to. Revenue from cold storage also shows a slight increase, but at the rates charged the company does no more than cover expenses, and pay for depreciation of plant. In order to ensure keeping pace with increasing demand it has been thought desirable to discard an obsolete machine, and to install in its place a modern plant capable of producing three times the quantity of ice. This will entail an expenditure of about \$75,000, a portion of which appears in the balance sheet now before you under the heading of extension account. And now, gentlemen, with regard to the suggested appropriation of the year's profit, you are all aware of the competition which threatens, and I need scarcely say that we do not intend to be deprived of any portion of our business without a strenuous effort to retain it. The advisability under such circumstances of placing to contingent account a sum to be hereafter applied in such manner as subsequent developments may necessitate will I hope commend itself to you. There are no other remarks to add, but if any shareholder wishes to ask any questions, I will be pleased to answer them.

There being no questions, the CHAIRMAN proposed the adoption of the report and accounts. Mr. Ho Tung seconded, and it was carried.

On the motion of Mr. C. ARNOLD, seconded by Mr. RODGER, Mr. T. Arnold was re-elected auditor.

The CHAIRMAN—Thank you, gentlemen. Dividend warrants will be ready to-morrow.

THE RUSSIAN ARMY.

We gave recently a description of the Japanese Army. The following remarks on the Army of Russia, taken from an article by a military writer in the *Idler*, will no doubt be of interest.

In Russia, as in most European States, a standing army is maintained as large in numbers as the resources of the country will admit. The general obligation for military service in Russia extends to all able-bodied men when they become 21 years of age, and continues until they are forty-three; and although the Russian peace army is greater than that maintained by any other State, the number of men annually required is obtained with less difficulty than that experienced by other European States.

About 870,000 men reach the age of 21 every year; of these about 287,000 are needed for the active army and the fleet. A low estimate of the Russian active army in peace puts the number of officers at 34,000, and the rank and file at 860,000. In war it is calculated that 63,000 officers would be required and that there would be available 3,440,000 trained soldiers for the ranks. These figures alone give an idea of the enormous responsibility of the officers charged with the management and training of the Russian army. Aside from the management of what in other countries would be considered purely army matters, in Russia many other important administrative affairs are connected with the army, where it has a part in the interior government of vast portions of the country and in the construction of great lines of railway.

The army, in war time, would consist of the field troops, reserve troops, depot troops, fortress troops, local troops, and the Imperial militia. The field troops, destined for active offensive operations, are composed of the standing peace army brought up to war strength by the addition of trained men from the reserve. Next are the reserve troops, for home defence, but primarily to supply the constant demand for new men to fill the gaps in the field troops.

The units of the reserve troops are maintained in time of peace in small numbers. Depot troops are designed primarily to supply trained men to fill gaps in the field army, and are formed by detaching units from the active peace army, and adding to them from the reserves, or from the citizens who may not have been previously drafted into the forces.

Fortress troops are intended, as the name indicates, for defensive purposes, and are kept up as a part of the active army, but the number would be increased in war by the addition of men from the reserve, as in the other cases. Local troops are used for local purposes of police and defence in particular portions of the empire.

The Imperial Militia—called out only by Imperial edict in a time of great emergency—would consist of the remaining able-bodied men capable of bearing arms. They are intended for home defence and to supply men to fill the gaps in the active forces.

All citizens, on becoming 21 years of age, are liable for service, though only about 30 per cent. of the manly actually do enter for service with the colours. The term of active service with the colours is four years, after which the soldier passes from the standing army into the reserve. He remains for 14 years in the service, being called out each year for a short period of training.

The number of exemption from service in the standing army in Russia for family reasons is very large. Men who are physically unfit are exempted. Clergymen, doctors, and teachers are also exempt, and some classes of persons may complete their active service in one year.

The *Novel and Military Record* writes thus regarding the Russian Army contrasted with the Japanese:—

The Russian is a bigger and stronger-looking man than the Japanese, but the latter possesses more endurance, is physically stronger, and better trained. A Russian private is an ignorant person, who only begins the slight education he obtains when he goes into the army, and there he is treated as a slave. He will do his officer's bidding sullenly, perhaps doggedly, but without any intelligent interest in his task, and is put to all sorts of work outside the barracks. In Odessa you will see troops working in the streets as though they were Corporation employees, and a stranger could hardly imagine them to be soldiers. A Russian peasant has the faith of a child in the Tsar. He has learnt to obey officials in civil life and officers in the army, but if there is patriotism in his soul it is not of the heroic kind which makes a man ready to risk all, and to die for his country. The officers are of a different type. They are intelligent and well educated men, brave and daring, but many of them, according to the opinion of more than one English officer, do not display much skill in military tactics.

POLICE COURT.

Wednesday, 10th February.

BEFORE MR. T. SHERCOMBE SMITH (POLICE MAGISTRATE).

THEFT BY A COOK.

Second-Lieutenant Chesney, R.E., prosecuted Lo Cheung, an ex-mess-boy, and at present a cook to another officer, for the theft of \$238.

The prosecutor testified that on the 6th inst. he went to the Hongkong and Shanghai Bank to draw money for paying his Company. On receiving the cash he took it to the Mess and gave it in charge of Mr. Gaskell, and then went to play in a cricket-match. The next he heard was that the money had been stolen, and Mr. Gaskell's cook had disappeared. The report of the occurrence was made to the police, and on the 9th inst. the man was arrested at Shatin with a portion of the stolen money in his possession. Evidence was given of the arrest of the accused, and he was then committed to take his trial at the Criminal Sessions.

PICKPOCKETS.

Chen Tim and Tam Sai Kan were charged with stealing \$140 in notes and cash from the person of Li Tim, a bill-collector to a Chinese firm, in Wing Lok Street, on the 9th inst. Complaint had been collected the amount due on some bills from several shops, and was proceeding with the money to his employer's place of business, when the defendants accosted him and extracted the money from his pocket. The case was remanded.

GAMBLING.

Fourteen men and one girl were charged by Chief-Inspector of Detectives Hanson with maintaining a gambling-house, and gambling therein, at Gibson's Bazaar on the 9th inst. They were found seated at a table with cards and money before them, and were engaged in a game of poker when the police surprised them. They admitted the offence, and also that the first defendant received a commission on all the winnings, while the sixth defendant paid the rent of the house. The second defendant, who had been released on bail of \$10, was not present when the case was called on.

The first and sixth defendants were fined \$20, or 1 month, with 3 hours in the stocks, and the rest \$3, or 7 days' good. The bail of the second defendant was ordered to be estraited.

SHIPPING NOTES.

WEATHER OUTSIDE.

Moderate to strong N.E. breeze.

CHINESE GOING ABOARD.

The Chinese gun-boat *Fu Foo* arrived from Canton yesterday afternoon. She is to take a quantity of cartridges from Hongkong to Canton. Capt. Kew is in command.

CHINA COASTERS.

The China Merchants s.s. *Tai Shan*, on the Shanghai-Canton run, arrived from Shanghai yesterday with general cargo. Moderate weather was experienced. The s.s. *Wai Shing*, Capt. Courtney, arrived from Shanghai yesterday with 250 packages of cargo for Hongkong. Moderate N.E. monsoon was experienced. The s.s. *Woo Sang*, Messrs. B. & S., arrived from Shanghai yesterday with general cargo. The French s.s. *Hanoi* arrived from Hanoi yesterday, having experienced a fine passage.

RICE.

The s.s. *Mathew* arrived from Bangkok yesterday with a full cargo of rice for Messrs. Butterfield and Swire. The s.s. *Carl Diederichsen* arrived from Haiphong yesterday with a cargo of rice for Messrs. Johnson & Co.

SUGAR.

The s.s. *Simongan* arrived from Samarang yesterday with a cargo of sugar for Messrs. Yau Fat.

STEAMER MOVEMENTS.

The O. & O. steamer *Coptic*, with mails, &c., left Shanghai for this port on the 10th inst., at daylight, and is due here on the 12th inst., at 10 a.m.

The Indo-China steamer *Namang*, from Calcutta and the Straits, left Singapore for this port on the 9th inst., at 5 p.m.

NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. ACKEE & CO. we are requested by them to Remove Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

LONG, HING & CO.

All outstanding credit and debit accounts of the Photographic Business will be collected and settled by us.

Inspection is invited to the New Stock now on view.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD CENTRAL

Hongkong, 21st December, 1903.

ARNHOLD, KARBURG & CO.

ELECTRICITY DEPARTMENT.

SOLE AGENTS IN CHINA FOR:

THE ALLGEMEINE ELECTRICITÄTS GESELLSCHAFT, BERLIN.

MESSRS. KOERTING BROS., HANNOVER.

THE COMPANY OF WIRELESS TELEGRAPHY, BERLIN.

MESSRS. MIX & GENEST, BERLIN.

PRIVATE ELECTRIC LIGHTING PLANTS A SPECIALITY

Fully detailed Estimates drawn up free of charge upon application to the above.

Hongkong 3rd December, 1903.

3333

GREAT BRITAIN AND JAPAN.

Mr. T. Gibson Bowles, M.P., writes to the Editor of the *Standard*—

SIR,—The very threatening situation of affairs between Japan and China seems in danger of being considered all too lightly, and as though it did but remotely concern us; whereas, in reality, it may at any moment—nay, it now does—impose the most tremendous responsibilities on His Majesty's Government. The Anglo-Japanese Treaty of Alliance, not yet quite two years old, professes to be based on the desire of the two Allies to maintain the status quo, peace, and equal opportunities for the commerce and industry of all nations, in the Empire of China and the Empire of Corea, those two Allies being, as it recited, "specially interested in maintaining the independence and territorial integrity" of both those Empires. It is, moreover, not to be forgotten that China has been, since the Treaty was signed, expressly declared by His Majesty's Government to include Manchuria, and that to secure the retention of that province by China must therefore be held to be one of the purposes of the Treaty. Its scope is, therefore, wide indeed. By Article I. if the "special interests" of Japan either in China or Corea, are "threatened, either by the aggressive action of any other Power," or by "disturbances," Great Britain recognises that it is "advisable" for Japan to take "such measures as may be indispensable to safeguard those interests."

By Article II. if Japan, "in defence of the interests above described, should become involved in war with another Power," then Great Britain "will maintain a strict neutrality and use its efforts to prevent other Powers from joining in hostilities against its Ally." Some have affected to believe that this Article obliges Great Britain to remain neutral so long as Japan is at war with one Power alone; but that is manifestly not the meaning of the Article, and that interpretation of it has, indeed, been expressly repudiated by His Majesty's Government.

By Article III., "if, in the above event" [of Japan being at war in defence of Japanese interests in China or Corea, threatened by aggressive action] "any other Power or Powers should join in hostilities against" her, then Great Britain "will come to" Japan's "assistance and will conduct the war in common, and make peace in mutual agreement with" Japan.

We may be—too many it seems that we are—within measurable distance of the very case provided for by the Treaty. Have the new Committee of Defence, have His Majesty's Government, adequately prepared for so serious a contingency? Our Naval authorities have, it is understood, a great and well-deserved confidence in the Japanese Navy, its ships, its guns, and, above all, its men and officers. Whether that confidence is, or should be, such as to make us feel certain that the Japanese Navy could meet and defeat the very formidable Russian Naval forces now in far Eastern waters I will not presume to say. Such a certainty, I confess, I cannot myself feel. But if now, within the next few weeks, a naval engagement should result in a serious defeat for Japan, should we not stand by and see our Ally crushed? That seems impossible to suppose. But if not, should we wait till the defeat was inflicted, and the crushing thereby rendered inevitable? In that case, the major part, perhaps the whole, of the moral value of our Alliance would be gone, and we should have to play our part under deadly disadvantages, instead of with the advantages the Alliance was intended to provide.

The alternative, and as it would seem, the only safe course, would be for us not to wait at all, but, if war should unhappily break out, to range ourselves at once on the side of Japan, and begin then and there to "conduct the war in common." The frank announcement to all concerned of our determination to take that course might alone avail to preserve that peace which is now trembling in the balance. To wait upon events, to leave Japan alone to bear the first brunt of a war in which our common interests are involved, is a course which could only be justified in case His Majesty's Government are in possession of information which justifies them in feeling absolutely certain that Japan can, single-handed, defeat Russia. Have they such information?

The possibility of Great Britain being suddenly driven to war in the Far East, whatever course be taken, is so apparent that it is to be presumed His Majesty's Government have fully prepared for it. Though past experience may breed doubts, we must yet believe that they have so prepared, and that they are, therefore, at this moment in a position to take any course that prudence counsels. Such prudence, I respectfully submit, dictates that we should not run any risk of seeing our Ally destroyed before we go to his defence and our own in our common cause.



TELEPHONE No. 135.

THE FAVOURITE BRANDY OF THE

FRENCH IS

MARTELL'S

* \$26.00 PER DOZEN.

*** \$31.00 PER DOZEN.

V. S. O. P. \$51.00 PER DOZEN.

V. V. S. O. P. \$93.00 PER DOZEN.

Even their cheapest quality is recommended

by the Medical Faculty for Invalids and

delicate people.

SOLE AGENTS.

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. (4)

ROYAL

BAKING POWDER

Absolutely Pure

To be used always for raising cake, scones, hot tea-biscuits, rolls, muffins, crusts, etc.

Indispensable where the finest food is required.

The medical officer of health and public analyst for the city of London, England, reports the ROYAL Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

ROYAL BAKING POWDER retains its strength and freshness under the variable temperature and moisture of every climate.

Manufactured by

Royal Baking Powder Co. NEW YORK, U. S. A.

1567

DR. NEWELL WILSON, DENTIST.

Latest American methods.

Reasonable prices.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkins Building).

Hongkong, 6th November, 1903

(8)

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods. WM. PARLANE, Manager. Hongkong, 18th November, 1901.

(37)

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 6th Ed. P.O. Box 35. Telephone No. 12.

NEW ADVERTISEMENTS

LOST.

A FOX TERRIER, White and Yellow; Licence No. 230. The Finder will be rewarded if necessary.

No. 2, Connaught Road, 4th Floor.
Hongkong, 11th February, 1904. [498]

NOTICE.

MR. J. R. SYMINGTON begs to thank all Friends who kindly extended their sympathy to him during his recent bereavement.

Kowloon, 10th February, 1904. [499]

WANTED.

EUROPEAN FOREMAN for Overhead Line Work on the construction of New Tramways. Previous experience and knowledge of Chinese preferred.

Apply by letter to **DICK, KEIR & CO., LTD.**, Tramways Office, Wellington Canal.
Hongkong, 11th February, 1904. [500]

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, on **TO-DAY (THURSDAY)**, the 11th FEBRUARY, 1904, at 11 A.M., at his SALES ROOMS, Duddell Street, ONE 12-BORE FOWLING PIECE; ONE MICROSCOPE; Also

A QUANTITY OF PHOTOGRAPHIC APPARATUS.

TERMS:—As Customary.

GEO. P. LAMBERT, Auctioneer.
Hongkong, 11th February, 1904. [501]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on **SATURDAY**, the 13th FEBRUARY, 1904, at 2.30 P.M., at his SALES ROOMS, Queen's Road, LADIES' DRESS MATERIALS, CHILDREN'S DRESSES, SILKS, MUSLINS, PRINTS, BLOUSES, CORSETS, HOSIERY, WASHING GLOVES, FLOWERS and HATS; LADIES', GENTS' and CHILDREN'S SHOES.

Also, &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS, Auctioneer.
Hongkong, 11th February, 1904. [502]

THE WEST POINT BUILDING CO., LTD.

NOTICE.

A CERTIFICATE No. 448 for Six Shares Nos. 11451/11456 standing in the Register of this Company in the name of Mrs. FLORENCE MINA HUNT has been LOST.

Notice is hereby given that a new Certificate for the said Six Shares will be issued fourteen days hence, and that the original Certificate unless produced within that period will thereafter be held by the Company as null and void.

By Order of the Board of Directors,
A. SHELTON HOOPER, Secretary.

HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
General Agents for the above Company, at the WEST POINT BUILDING CO., LTD.
Hongkong, 11th February, 1904. [503]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"**BAMBERG**" arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 10th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 16th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 10th February, 1904. [504]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTON'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1902. [505]

A. LING & CO., FURNITURE STORE, PLATED, GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [514]

NOTICE OF REMOVAL.

THE Business of **AH MEN and HING CHEONG & CO.**, Tailors, will be CARRIED ON from the 17th inst. at No. 8 QUEEN'S ROAD CENTRAL, opposite to the Connaught House Hotel.

Hongkong, 5th January, 1904. [128]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.62 mm.
With CHAMBER for 10 CARTRIDGE FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.
Hongkong, 3rd October, 1900. [54]

ENTERTAINMENT

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

will give Four Performances of **"HIS EXCELLENCY,"**

Written by W. S. GILBERT.
Music composed by Dr. OSWALD CARL.

SATURDAY, 13th FEBRUARY.
THURSDAY, 18th
FRIDAY, 19th
SATURDAY, 20th

Commencing each Evening at 9 P.M., precisely.

NO HALF PRICE.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after **MONDAY, FEBRUARY 8th**, at 10 A.M.

Booking Office will be opened daily from that date from 10 A.M. to 4 P.M.

Late Trains will run a quarter of an hour after the fall of the curtain.

Hongkong, 6th February, 1904. [349]

WANTED.

GOOD CLERK Wanted, European or other.

Apply to—**ROBINSON PIANO CO., LTD.**
Hongkong, 10th February, 1904. [496]

WANTED LESSONS IN RUSSIAN.

GLEN ILEMAN desires to take LESSONS in RUSSIAN; slight previous knowledge.

Address—No. 567, Care of Daily Press Office.
Hongkong, 5th February, 1904. [499]

WANTED.

BY a Young Man of certain experience, situation in a Mercantile Office or Bank.

Apply by letter to—"D.P.M."
Care of Daily Press Office.
Hongkong, 6th February, 1904. [443]

FOR SALE.

THE NEW AMOY HOTEL.

For particulars, apply to—**F. H. LUCASSEN**, Proprietor, Amoy.
Amoy, 20th January, 1904. [321]

FOR SALE.

THE BUSINESS of an Old-Established Mercantile Firm in Hongkong, including name, Goodwill, and Office Furniture.

Apply, by letter, to—**BUSINESS**, Care of Daily Press Office.
Hongkong, 12th January, 1904. [205]

INSURANCES

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept FIRST CLASS Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO., Agents.
Hongkong, 23rd September, 1903. [247]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1902, £16,378,771.

I. AUTHORIZED CAPITAL, \$3,000,000 0 0
SUBSCRIBED CAPITAL, 2,750,000 0 0
PAID-UP CAPITAL, 687,500 0 0
II. FIRE FUNDS, 2,867,215 14 10

THE Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 19th June, 1903. [1898]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOLLAND-CHINA TRADING CO.
Hongkong, 26th November, 1903. [2160]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.
Hongkong, 1st January, 1904. [1]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. [99]

PHENIX FIRE OFFICE.

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARRAIK & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [29]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security, £262,719
Total Losses Paid, £26,709,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MATTHEW & CO.
Hongkong, 18th May, 1903. [194]

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on **SATURDAY, the 20th day of FEBRUARY, 1904**, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1903.

By Order of the Court of Directors,
J. R. M. SMITH, Chief Manager.

Hongkong, 29th January, 1904. [386]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from **SATURDAY, the 6th to the 20th day of FEBRUARY**, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
J. R. M. SMITH, Chief Manager.

Hongkong, 22th January, 1904. [385]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Praya, on **MONDAY, the 22nd FEBRUARY, 1904**, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd FEBRUARY, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE, Secretary.

Hongkong, 1st February, 1904. [389]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, Paddel Street, on **SATURDAY, the 5th day of MARCH, 1904**, at 12 o'clock (Noon), to receive a Statement of Accounts to 31st December, 1903, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th FEBRUARY, to the 5th MARCH, both days inclusive.

JARDINE, MATHESON & CO., General Managers.
Hongkong, 8th February, 1904. [474]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-FIFTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on **THURSDAY, the 10th March**, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th instant, to the 10th proximo, both days inclusive.

By Order,
GEO. L. TOMLIN, Secretary.

Hongkong, 10th February, 1904. [488]

HONGKONG, CANTON AND MACAO STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 10% or \$1.50 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held This Day, will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after **MONDAY, the 8th FEBRUARY, 1904**.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,
T. ARNOLD, Secretary.

Hongkong, 6th February, 1904. [466]

HONGKONG CRICKET CLUB.

AN EXTRAORDINARY GENERAL MEETING of MEMBERS called for Tuesday, the 9th February, is hereby POSTPONED until FRIDAY, the 12th FEBRUARY, at 5 P.M. in the CRICKET PAVILION.

The following Resolutions will be proposed—

1. That a New Pavilion be erected forthwith in the North-West Corner of the Cricket Ground at a total cost not exceeding \$20,000.

2. That the plans of Messrs. DENISON, RAM & GIBBS be accepted.

3. That the Tender of KING TAK CHEONG be accepted.

4. That the sum required be raised by the issue of 6 per cent. Debentures of the face value of \$50 each, repayable in 10 yearly drawings commencing on 31st October, 1905.

5. That Rule 16 be amended by substituting \$15 for \$10.

By Order,
A. G. WARD, Secretary.

Hongkong, 5th February, 1904. [433]

THE HONGKONG FROZEN FOOD SUPPLY.

Depot No. 3, Lee House Street.

FRESH SUPPLY OF FROZEN AUSTRALIAN PRODUCE just received by the China Navigation Co.'s s.s. "CHANG-SHA" including MUTTON, LAMB, PORK, SPICED BEEF, RABBITS, FRUIT SAUSAGES, PORK SAUSAGES, MILK (concentrated), FRESH BUTTER (30 cts. per lb.), CHEESE, BACON (PRIME, SMOKED), HAM (PRIME, SMOKED), &c.

Pass Books will be supplied to, and Credit Accounts kept with well-known residents.

Price Lists on Application.

LAI KUE TONG, Manager.
Hongkong, 10th February, 1904. [489]

YING KEE, REFRESHMENT CONTRACTOR and CATERER.

Ball Suppers, Dance Suppers, Picnics, Luncheons, and at Homes Catered for.

Cutlery, Crockery, and Table Linen on hire.

For Terms, apply to—**YING KEE**, (First Floor) 50, Des Voeux Road Central.
Hongkong, 12th December, 1903. [3434]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions from the HONGKONG SUPREME COURT, to Sell by Public Auction, on **TO-DAY (THURSDAY)**, the 11th FEBRUARY, 1904, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Lee House Street), AN ASSORTMENT OF **JAPANESE CURIOS**, comprising—

JAPANESE VASES, TEA-SETS, WALL PLATES, JARDINIERES, PICTURES, JAPANESE LANTERNS, &c.

Also, **ONE COTTAGE PIANO.**

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.
Hongkong, 10th February, 1904. [491]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on **TO-DAY (THURSDAY)**, the 11th FEBRUARY, 1904, commencing at 2 p.m., at his SALES ROOMS, Duddell Street, WITHOUT RESERVE, A VERY FINE COLLECTION OF **JAPANESE ART CURIOS and SILK EMBROIDERIES**, comprising—

CHOICE SPECIMENS OF SILVER CLOISONNE, FINELY PAINTED SATSUMA, OLD BRONZE VASES, CARVED IVORIES, OLD PRINTS by UTAMARU, FINE CUT VELVET PICTURES, &c.

Also, **VERY RICHLY EMBROIDERED SILK PALACE HANGINGS, DRAPERY, KIMONOS, &c.**

TERMS:—As usual.

On View from Tuesday p.m., the 9th inst.

GEO. P. LAMBERT, Auctioneer.
Hongkong, 9th February, 1904. [437]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on **TO-DAY (THURSDAY)**, the 11th FEBRUARY, 1904, at 2.30 P.M., at his SALES ROOMS, Queen's Road, A FINE ASSORTMENT OF **JAPANESE CURIOS**, FINE ART SATSUMA, FINE CLOISONNE, SILVER CLOISONNE, BRONZE LACQUERED WARE VASES, TEA-SETS, PANELS, OIL PICTURES and ALBUMS.

Also, **EMBROIDERIES and HANDSOME EMBROIDERED SCREENS.**

TERMS OF SALE:—As Customary.

V. I. REMEDIOS, Auctioneer.
Hongkong, 9th February, 1904. [473]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on **TO-MORROW (FRIDAY)**, the 12th FEBRUARY, 1904, commencing at 2.30 P.M., at his SALES ROOMS, Duddell Street, A NUMBER OF VALUABLE LAW BOOKS.

TERMS:—As Customary.

Catalogues will be issued.

On View from Thursday, the 11th February.

GEO. P. LAMBERT, Auctioneer.
Hongkong, 8th February, 1904. [457]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on **SATURDAY**, the 13th FEBRUARY, 1904, at Noon, at his SALES ROOMS, Duddell Street, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, etc., etc.

Also, **1 LADY'S and 1 GENT'S SADDLE; 1 AMERICAN DESK; 1 COTTAGE PIANO** by Challen, in good condition;

1 COTTAGE PIANO (best German make), in good condition;

1 CHERRY LACQUER CABINET.

TERMS:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.
Hongkong, 10th February, 1904. [492]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on **SATURDAY**, the 13th FEBRUARY, 1904, at Noon, at his SALES ROOMS, Duddell Street, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, etc., etc.

Also, **1 LADY'S and 1 GENT'S SADDLE; 1 AMERICAN DESK; 1 COTTAGE PIANO** by Challen, in good condition;

1 COTTAGE PIANO (best German make), in good condition;

1 CHERRY LACQUER CABINET.

TERMS:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.
Hongkong, 10th February, 1904. [492]

BANKS

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID-UP CAPITAL U.S. \$2,000,000 Gold
RESERVE FUND 5,180,000
..... 87,180,000

THE ROBINSON PIANO Co. (LIMITED.)

JUST RECEIVED.

MAGNIFICENT PIANOS

BY

RACHALS

KRAUSS

STUART

BECHSTEIN

HOPKINSON

HAAKE

EACH THE

BEST IN

ITS CLASS.

VERY MODERATE PRICES

FOR CASH OR ON

CREDIT TERMS

ALSO

KIMBALL ORGANS.

Hongkong, 29th January, 1904. [3335]

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest, Profusely Illustrated, descriptive of the people, Customs, &c. of the East. The kindly Press criticism, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price \$1.50.

On Sale at "NORTH CHINA HERALD OFFICE, Shanghai; Messrs. KELLY & WALSH, Hongkong; and all leading Booksellers in the Far East Hongkong, 14th February, 1903.

THE PROVINCE OF SHANTUNG. Its Trade, Population and Future Prospects.

By M. O'S. Reprinted from the "HONGKONG DAILY PRESS" Price, 50 cents Cash, Messrs. Kelly & Walsh or Daily Press Office Hongkong, 31st January, 1906

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE. The only office in China having European taught workmen. Equal to Home Work

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ACHEE & CO., Established 1859. Furniture Dealers, Silver-plated, China Glass and Iron Wares. 17A, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS. Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hanoi.

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST. Bromide and Croyon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

PRINTING

"DAILY PRESS" OFFICE. Proofread by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO., Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartman's Builders' Genuine Composition Red Lead Brand.

BISMARCK & CO., Navy Contractors, Ship Chandlery, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO., Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers' Tools, Building and Iron Merchants, 14A, Des Vaux Road.

NOTICES OF FIRMS

DENTAL NOTICE.

I HAVE This Day Resumed Practice.

CHADWICK KEW.

Hongkong, 5th February, 1904. [426]

NOTICE.

THE whole interest and responsibility of the business of the Italian Far East Trading Company has this day been transferred by Messrs. L. A. and F. P. MUSSO to Mr. G. BADOLLO, who will carry on the business on his own account at the present address.

LUIGI A. MUSSO.

F. P. MUSSO.

G. BADOLLO.

Italian Far East Trading Company, 10, Des Vaux Road Central.

Hongkong, 1st February, 1904. [431]

NOTICE.

IT IS HEREBY NOTIFIED that Mr. HAMID HAJEE ALAKHIA is about to leave the Colony. Mr. SULEMAN KARI MAHOMED has taken over charge of our business, and will sign for Firm from this date.

M. H. E. BACK ELLIAS.

Hongkong, 9th February, 1904. [472]

NOTICE.

NOTICE IS HEREBY GIVEN that the INTERNATIONAL BANKING CORPORATION have, as from the ninth day of FEBRUARY, 1904, taken over the business of the EASTERN BRANCHES of the GUARANTY TRUST COMPANY OF NEW YORK, being the businesses CARRIED ON by the latter Company in Hongkong, Shanghai and Manila, and that, as from the said ninth day of FEBRUARY, 1904, The International Banking Corporation will be responsible for and will fully meet and liquidate all the outstanding obligations of the Eastern Branches of the Guaranty Trust Company of New York, including the branch business heretofore carried on in Hongkong.

For The International Banking Corporation,

CHAS. R. SCOTT, Manager.

For The Guaranty Trust Company of New York,

E. F. GROS, Manager.

Hongkong, 8th February, 1904. [475]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Lai-Chi-Kok in a W.-to-E. southerly direction at ranges from 1,800 to 3,000 yards at Barrel Targets, commencing at 2.30 P.M. on TUESDAY, the 16th FEBRUARY, 1904, if the range is clear.

By Command,

A. M. THOMSON,

Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 4th February, 1904. [434]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING

BOTTLED IN JAPAN BY H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. [449]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1904.

TUESDAY, WEDNESDAY, THURSDAY, AND SATURDAY (OFF-DAY).

23rd, 24th, 25th and 26th FEBRUARY.

TICKETS OF ADMISSION to the GRAND STAND AND ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Price \$7 for the Meeting (excluding the OFF-DAY), or \$4 per day.

Tickets for the OFF-DAY, \$2.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH, Clerk of the Course.

Hongkong, 8th February, 1904. [458]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND AND ENCLOSURE during the Races on the 23rd, 24th, 25th and 26th inst.

A Stand and an Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which will be sent out with the Members' Tickets after MONDAY, 15th inst.

All Tickets must be produced to gain admission.

T. F. HOUGH, Clerk of the Course.

Hongkong, 8th February, 1904. [459]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACECOURSE during the Races on the 23rd, 24th, 25th and 26th inst.

which can be had on application to the Under-Secretary between MONDAY, 15th, and SATURDAY, 20th inst.

T. F. HOUGH, Clerk of the Course.

Hongkong, 8th February, 1904. [460]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN.

27, Des Vaux Road CENTRAL HONGKONG, From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1903. [4249]

AMOY ENGINEERING CO., LD., AMOY

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.

J. D. EDWARDS, Manager.

Amoy, 3rd December, 1903. [78]

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Bolls.

Call Flag W.

J. W. KEW, Manager.

1st Floor, 37, Connaught Road, Hongkong, 13th June, 1903. [384]

SCIENTIFIC MISCELLANY.

ELECTRIC CURRENTS IN THE EARTH—A CARRIER FOR FISHES—NIPPON MUMMIES—CURIOSITY ASSOCIATED SENSATIONS—THE COMING TEETH—GAS FOR HEATING—FALL BLOSSOMING DUE TO INJURY—A QUICKLY-FORMED COAL SEAM—ROARING OF MUSCLES.

Besides occasional discharges in thunderstorms, induction from neighbouring charged wires, and currents due to chemical action of moist earth on buried conductors, telegraph and telephone wires are being constantly traversed by earth-currents. These are sometimes so strong that the lines cannot be worked. M. Emile Guarni, the French electrician, finds the cause to be still a mystery, although M. de la Rive has attributed the currents to chemical action in the earth's crust, while sun-spots, earthquakes, and storms have been suggested as causes, and increased scintillation of the stars has been noticed at times of strong disturbances. Perez del Pulgar, in Spain, has lately shown that they are affected by clouds, sunshine, fog, and wind. An automatic recorder, called the "electro-tellurograph," has now been devised by Prof. Lancetta, an Italian, and will be used for collecting data to show the changes in earth-currents with varying atmospheric conditions.

The hydrobion of Dr. N. von Lorenz, of Maribrunn, Austria, greatly simplifies the carriage of live fish. The apparatus is placed at the bottom of the tank of water, and it consists of a cylinder of compressed oxygen, with protecting grille, regulating valve, and a porous cylinder through which the gas is slowly diffused into the water. The supply of oxygen is easily adjusted, as the inventor has calculated the quantity needed by the fishes likely to be transported alive.

In recent European experiments, corpses have been kept for a certain time in a bath of chloride of calcium heated to 123 deg., then taken out and steeped for 24 hours in a cold solution of sulphate of sodium. The bodies are transformed into perfect mummies, to be kept indefinitely.

The association of colours with sounds, or "colour-hearing," is believed to be a faculty of one healthy person in every ten. This and other mixing of sensations occurs in certain abnormal conditions, and the peculiar state of mind giving rise to it is now being studied under the name of "synesthesia." In a remarkable case reported by Dr. Alfred Ulrich, of Zurich, the senses seem to have been all involved at once. A boy of nervous temperament, who developed epilepsy in his thirteenth year, had always heard coloured sounds, different sounds of the voice and the cries of animals having each its characteristic colour. The sounds of the vowels gave especially vivid colours. A being light green, E yellow, I black, O red, U dark grey, and Y white. Some sounds, gave also sensations of taste, of temperature and of form. Sensations of form were associated with colour and sound; smells had colours; tastes had colours; and colours had taste and temperature. Cold was green, and heat was red.

False teeth as firmly fixed in the gums as natural ones are claimed by Dr. Znamensky, a Russian dentist, as a solution of a difficult problem. The teeth—which may be of gutta-percha, porcelain, or metal—have holes at their roots, and they are set in natural or artificial cavities in the jaw. The teeth are soon fixed firmly in place by a gradually hardening growth into the holes. Several operations on human beings as well as on dogs are reported to have been successful.

Acetylene is found to develop 1,850 heat units per cubic foot, and coal gas only 630, the acetylene flame having a temperature of about 2,600 deg. F. An acetylene burner consuming 2 cubic feet per hour raised a quart of water from 50 deg. to boiling point in 34 minutes, while illuminating gas, burning at the rate of 16 cubic feet per hour, required 104 minutes.

The illuminating power of the sun at zenith is estimated by M. Charles Fabry at 100,000 candles.

A second blossoming of trees late in the season, after the usual forming of buds for the next year, may result from some injury, such as removal of the leaves, if the inflexion of M. E. Apert is correct. In October, 1900, this observer saw a white lilac in full bloom, the bush having small green leaves and beautiful clusters of white flowers, while some hundreds of feet away was another bush of the usual autumnal appearance. Investigation showed that worms had eaten off the leaves of the first bush several months before. A return of the worms in July, 1903, was followed by a partial reproduction of the phenomenon, and M. Apert believes that a second flowering of a fire-injured tree reported by M. Joly as a result of the action of heat was really due to destruction of the leaves. It is proposed to test the theory by removing the leaves of apple-trees, pear-trees, etc., in July or August.

THE LEGATIONS IN PEKING.

"An impossible situation," says a Daily Graphic correspondent, who continues:—China is, and probably always will be, a land of contradictions, and even in this, the twentieth century, we see this exemplified by the fact that the Ministers of Foreign Powers are obliged to conduct their negotiations at the point of the bayonet, so to say. No one, especially those who were in China at that time is at all likely to forget the incidents of the summer of 1900 to forget the capital of that Empire, and it is, therefore, the duty of all concerned to guard against the possibility of their recurrence. For this reason the whole of the Legation area, as it is called, has been surrounded by a defensible wall, while guards, aggregating some 2,000 men in all, are stationed within the area. The position is manifestly an impossible one. If the Chinese are sufficiently civilized to be deemed worthy of receiving foreign Ambassadors, it seems hardly consistent to protect the representatives of friendly Powers with walls and guards; while, on the other hand, if walls and guards are necessary, the envoys seem oddly out of place. The fact is that the Legation area was fortified in a great hurry, shortly after the relief, when there were so many soldiers there as to render such a step quite needless, and that people are now, on calmer reflection, beginning to realize that the whole thing is somewhat of an error. You cannot negotiate for ever from behind a stone wall, with hundreds of soldiers to support your requests if necessary, with a nation with whom you are supposed to be on a footing of peace and equality. No one now, therefore, is surprised to see the Legation Guards at Peking gradually reduced to mere nothing. That this will be a mistake is quite possible, for, if it does not open the door to a repetition of the events of 1900, it will, at all events, make the Western nations look somewhat foolish, as having built a wall and then withdrawn the men from behind it. The thin end of the wedge would seem to have been inserted already by the breaking up of the loopholes in the defensible wall, lest constant gazing at them should offend the susceptibilities of the Chinese! The wedge was pushed a little farther in when the howitzers belonging to the British garrison were sent away. It will go on; but who can say what the whole wedge will open out? It seems impossible to deal with China without making many mistakes, but it would be the better if these mistakes were all on the side of safety, and if, until they have proved that the contrary is the case, Europe continue to treat the Chinese as only half-civilized. A recurrence of the events of 1900 will probably be best guarded against by a sort of armed neutrality such as now obtains, distasteful as this may be to Ministers and Chinese alike.

JAPAN'S WAR-FUND.

The Kokumin, which is regarded as a semi-official organ, commenting on the financial phase of the situation, states that on the outbreak of the China-Japan war ten years ago, the people contributed 2,785,141 yen towards the soldiers' families' relief fund, and 160,800 yen towards the war fund. The Government would find it time to appropriate 26,000,000 yen able to that war fund, and afterwards a public war loan to the amount of 116,800,000 yen was raised. As ample war-funds were thus disbursed by the people, not a single cent was raised on the foreign money market. Since that time, the material development of the country and also the increase of the wealth of the people has been remarkable. In 1891 the total expenditures of the Government were only 84,500,000 yen, which increased to 282,540,000 yen ten years later. The exports and the imports combined were valued at 178,860,000 yen in 1893, but these figures have increased to more than 600,000,000 million yen, or considerably more than three-fold. The wealth of the people in various walks of life has also increased remarkably. The Kokumin makes the suggestion that if war be declared against Russia, the people should patriotically offer towards the war-fund the wealth they have accumulated during the past ten years. The popular contributions of money towards the war-funds and tributes of money towards the Tokyo fund are also to the soldiers' families' relief fund, highly commendable, says the Tokyo journal, but what is most desirable is that the people in general should make preparations to subscribe to the war-loan bonds to be issued by the Government. The forthcoming war would not be regarded in the same light as the war with the "Kick Mao" of the Extreme East. It is possible that the next war will be prolonged and the war-expenditures will reach to a considerable amount. As the country will be ultimately compelled and compelled to go into fighting at the risk of staking all the resources of the State, the people should be keenly alive to the requirements of the situation and should devote all their energies and supply all the necessary war-expenditures.

Best for the Skin and Complexion.

CALVERT'S CARBOLIC

TOILET SOAP

(Soothing, cleansing and antiseptic).

Pleasant to use, especially to sufferers from perspiration, and most refreshing in hot climates.

F. C. CALVERT & Co., Manchester, Eng.

Best for the Skin and Complexion.

ROWLAND'S KALYDOR

FOR THE SKIN

Produces soft, fair, delicate skin, heals all cutaneous eruptions, and insures a lovely delicate complexion to all who use it.

24, 4th St. Store and Chemists.

NEW ORIENTE HOTEL

CORNER REAL AND MAGALLANES, WALLED CITY.

MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P. I. HOTEL

Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly Furnished Rooms. Coolest Dining Room in Manila.

RESTAURANT

Handsomely decorated. Cool and pleasant. Best of attendance. Private dining rooms for parties. Only the best of wines and liquors. Under the direction of Mr. and Mrs. Newirth.

BAR

Under the direction of American mixologist. Anything you want served promptly and pleasantly.

BILLIARD ROOM

Thoroughly modern and up-to-date. Brunswick-Balke tables. Expert Markers in attendance.

STABLES.

Fine turnouts for the guests of the hotel. Elegant rubber-tired carriages, fast horses, good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO., PROPRIETORS.

[265]

JAPAN COALS.

MITSUI BUSSAN KAISHA MITSUI & CO.

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LONDON BRANCH.—34, LIME STREET, E.C.

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinokuni, Mameda, Manoura, Onoura Otani, Sasahara Tsukakura, Yoshinokuni, Yoshio, Yanokibara, and other Coals.

N. INUZUKA, Manager, Hongkong.

[56]

IF YOU HAVE ACQUIRED A TASTE FOR

EGYPTIAN CIGARETTES

TRY

"NELISTA"

A GOOD SMOKE AT MODERATE COST.

MANUFACTURED BY—

W. D. & H. O. WILLS' BRANCH,

BRITISH-AMERICAN TOBACCO COMPANY, LIMITED. [43]

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

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K. UYEMURA, Manager.

[240]

HONGKONG, 4th March, 1903.

CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.

IN CASES OF ABOUT 450 LBS. NET

IT TURNS UP 45 LBS. NET.

THE FINEST LAGER BEER IN THE WORLD.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

LUTGENS, EINSTAMANN & CO., Sole Agents for China.

Hongkong 1st July, 1902. [339]

ROBERT PERE & FILS, REIMS

Established 1719.

CHAMEAGNE CROUERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 18th May, 1903. [150]

IF JAMES DAVIDSON, Ship Carpenter, late of Conon Bridge, Ross-shire, Scotland, would communicate with MACKENZIE and GRANT, Solicitors, Forres, Scotland, he would hear of something to his advantage.

Hongkong, 10th February, 1904. [435]

QUAN WAH & CO., GRANT'S MERCHANT CONTRACTORS, Dealers in

MARBLE AND GRANITE MONUMENTS

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1903. [251]

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

LEADS IN COUNTRY AND QUALITY

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong, 25th July 1903. [15]

NOW ON SALE.

A BOOK FOR THE GLOBETROTTER. "FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY CAPTAIN C. V. LLOYD (S.S. "YANKOW" With Illustrations, Maps & Plans.

Price \$1.90

On Sale at—

Hongkong: "DAILY PRESS" Office.

Messrs. KELLY & WALSH.

Messrs. W. G. BREWER & Co.

SHIPPING.

ARRIVALS.

Feb. 9, BAMBURG, German str., 4,160, Nitaloff, Hamburg 12th Jan. and Singapore 2nd Feb. General.—HAMBURG-AMERIKA LINIE.
Feb. 9, SIMOLGAN, Dutch str., 1,203, Versteegh, Samarang 28th Jan. Sugar.—CHINESE.
Feb. 10, CARL DREIBACHSEN, German str., 774, H. Schlinker, Haiphong 7th February, General.—JENSEN & CO.
Feb. 10, HANOL, French str., 739 P. Merles, Haiphong and Hanoi 5th Feb. General.
Feb. 10, MACQUEW, German str., 998, H. Harjes, Bangkok 2nd Feb. Rice and Teakwood.—LUIT RIVELD & SWIRE.
Feb. 10, TAIHUNG, Chinese str., 1,210, W. Jamieson, Shanghai 7th February, General.—CHINESE.
Feb. 10, WAISHING, British str., 1,171, M. Courtney, Shanghai via Swatow 6th Feb. General.—JARDINE, MATHEWS & CO.
Feb. 10, WUWONG, British str., 1,109, Dowson, Shanghai, 7th Feb. General.—BUTTERFIELD & SWIRE.

CLEARANCES

AT THE HARBOR MASTER'S OFFICE.

10th February.
Andalusia, German str., for Yokohama.
Haiding, British str., for Swatow.
Phu Yen, French str., for Saigon.
Undine, Norwegian str., for Kobe.
Taichun, Chinese str., for Canton.
Waishing, British str., for Canton.

DEPARTURES.

10th February.
Alesia, German str., for Hamburg.
Australien, French str., for Shanghai.
Empress of India, British str., for Vancouver.
Chongyang, British str., for Shanghai.
Haimun, British str., for Japan.
Kansu, British str., for Shanghai.
Kwangtung, Chinese str., for Portland.
Lothian, British str., for London.
Newport, British str., for Sydney.
Tatiana, British str., for Manila.
Woojung, British str., for Canton.
Wuchang, British str., for Cebu.

VESSELS IN DOCK.

10th February.
ABERDEEN DOCK.—Swatow, Olympia.
K. WONG DOCK.—H. G. M. S. Mose, Tartar, H. M. S. Glory, Ellen Bickens, Sunghiang, Lydia, Lin Tan, Hui, Kaijeng, H. M. S. Cressy, H. M. S. Whiting, Yuensang, Tak Hing, Karin.
COMMERCIAL DOCK.—Triton, Borneo.

VESSELS PASSED ANKER.

Jan. 22, Dutch barque, *Henrietta Haemann*, Haimun, Jan. 24, from Batavia for Amsterdam.
Jan. 23, British str., *Islander*, Wright, from Christmas Island for Singapore.
Jan. 23, Dutch str., *Myrmidon*, Barends, Dec. 18, from Liverpool for Batavia.
Jan. 24, Norw. barq., *Idylli*, Wallin, Jan. 4, from Bangkok for Asoles.
Jan. 25, German str., *Dielefeld*, Krause, from Hamburg via Australia, for Batavia.
Jan. 27, Dutch str., *Meropi*, Udemas, Jan. 27, from Batavia for Rotterdam.
Norwegian barque, *Diaz*, Johannesen, has received orders for Samboeng.
Norwegian barque, *Linaer*, Bengtson, has received orders for Batavia.

VESSELS ON THE BERTH

THE EAST ASIATIC COMPANY, LIMITED

FOR HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Dannebrog Steamer

"PRINS VALDEMAR."

Captain Kock, will leave for the above ports on or about the 14th February.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 16th January, 1904. [249]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

TROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CENTRAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA."

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 13th FEBRUARY, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 3rd February, 1904. [1]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain A. Stewart, will be despatched for the above ports on MONDAY, the 15th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.

Hongkong, 9th February, 1904. [494]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain Samuel Bell Smith.

DEPARTURES from Hongkong on week days, at 7.30 a.m.; on Excursion Sundays, at 8.30 a.m.; from Macao week days at about 2 p.m. and Sundays about 7.30 p.m.

FARE (week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs on Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.

MING ON & CO.,

2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	MALTA	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	12th inst. at Noon.
LONDON, &c., via PORTS OF CALL	PALESTINE	Brit. str.	E. G. Andrews	P. & O. S. N. Co.	About 17th inst.
LONDON, &c., via PORTS OF CALL	KINTUCK	Brit. str.	R. Dahl	BUTTERFIELD & SWIRE	19th inst.
LONDON, &c., via PORTS OF CALL	MOTOWN	Brit. str.	R. Dahl	BUTTERFIELD & SWIRE	1st March
LONDON, &c., via PORTS OF CALL	GLAUCUS	Brit. str.	R. Dahl	BUTTERFIELD & SWIRE	15th March
LONDON, &c., via PORTS OF CALL	PAN LINE	Brit. str.	R. Dahl	BUTTERFIELD & SWIRE	17th inst. at Noon.
BREMEN, via PORTS OF CALL	GEBRA	Ger. str.	R. Dahl	BUTTERFIELD & SWIRE	About 10th inst.
HAVRE, COPENHAGEN & BALTIC PORTS.	P. VALDEMAR	Ger. str.	R. Dahl	BUTTERFIELD & SWIRE	20th inst.
HAVRE & HAMBURG	C. FRED. LARSEN	Ger. str.	R. Dahl	BUTTERFIELD & SWIRE	2nd March
HAVRE, BREMEN & HAMBURG	SITHONIA	Ger. str.	R. Dahl	BUTTERFIELD & SWIRE	6th March
HAVRE & HAMBURG	BATHANIA	Ger. str.	R. Dahl	BUTTERFIELD & SWIRE	22nd March
HAVRE & HAMBURG	AGNESINA	Ger. str.	R. Dahl	BUTTERFIELD & SWIRE	5th April
HAVRE & HAMBURG	SUNYA	Ger. str.	R. Dahl	BUTTERFIELD & SWIRE	19th April
GENOA, MARSEILLES & LIVERPOOL	KEMUN	Brit. str.	R. Dahl	BUTTERFIELD & SWIRE	22nd inst.
TRIESTE, &c., via SINGAPORE, &c.	AAJA	Brit. str.	R. Dahl	BUTTERFIELD & SWIRE	29th March
NEW YORK, via PORTS & SUEZ CANAL	GISELA	Aus. str.	Damianovich	DODWELL & CO. LD.	23rd inst. at Noon.
VANCOUVER, via SHANGHAI, &c.	MACDUFF	Brit. str.	R. Dahl	DODWELL & CO. LD.	About 1st Mar.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	R. Dahl	DODWELL & CO. LD.	13th inst.
E. OF JAPAN	E. OF JAPAN	Brit. str.	R. Dahl	DODWELL & CO. LD.	24th inst.
OLYMPIA	OLYMPIA	Brit. str.	R. Dahl	DODWELL & CO. LD.	12th inst.
AGAMEMNON	AGAMEMNON	Brit. str.	R. Dahl	DODWELL & CO. LD.	12th inst.
INDRAPURA	INDRAPURA	Brit. str.	R. Dahl	DODWELL & CO. LD.	12th inst.
EMIR	EMIR	Brit. str.	R. Dahl	DODWELL & CO. LD.	12th inst.
JAVA	JAVA	Brit. str.	R. Dahl	DODWELL & CO. LD.	12th inst.
BALLABARAT	BALLABARAT	Brit. str.	R. Dahl	DODWELL & CO. LD.	12th inst.
TRIUMPH	TRIUMPH	Jap. str.	R. Dahl	DODWELL & CO. LD.	12th inst.
M. STREVE	M. STREVE	Jap. str.	R. Dahl	DODWELL & CO. LD.	12th inst.
PROMETHEUS	PROMETHEUS	Jap. str.	R. Dahl	DODWELL & CO. LD.	12th inst.
LYDIA	LYDIA	Jap. str.	R. Dahl	DODWELL & CO. LD.	12th inst.
TRITON	TRITON	Jap. str.	R. Dahl	DODWELL & CO. LD.	12th inst.
PHILA	PHILA	Jap. str.	R. Dahl	DODWELL & CO. LD.	12th inst.
ZAFIRO	ZAFIRO	Jap. str.	R. Dahl	DODWELL & CO. LD.	12th inst.
TREMONTE	TREMONTE	Jap. str.	R. Dahl	DODWELL & CO. LD.	12th inst.
C. APCAR	C. APCAR	Brit. str.	R. Dahl	DODWELL & CO. LD.	12th inst.

NAVIGAZIONE GENERALE

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGUORI and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAAS.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI."

Captain Bolito, will be despatched as above on SATURDAY, the 13th inst. at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 8th February, 1904. [4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the above ports on FRIDAY, the 19th inst. at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passenger the Steamer of the Company have electric fans fixed in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 2nd February, 1904. [205]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEDLAND (DIRECT), CALLING AT SINGAPORE, PENANG, RANGOON, COLOMBO, ADEEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"GISELA."

Captain Damianovich, will be despatched as above on TUESDAY, the 23rd February, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes' Buildings, Hongkong, 26th January, 1904. [309]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer "PAUL BEAU" will run to Canton from the 4th instant, taking passengers and cargo as usual and will shortly be followed by the Steamer "CHARLES HARDOUN."

These two magnificent and up-to-date steamers lighted with electricity will leave the Company's Wharf at foot of Queen's Street, Piers West.

Hongkong nightly, for Canton at 9 P.M. (except Saturdays).

Canton nightly to Hongkong at 5 P.M. (except Sundays).

The Saloon is under European Supervision.

First Class European ... \$3.00

Second Class European ... \$3.00

First Class Chinese ... \$1.50

Second Class Chinese ... \$1.50

Deck ... 30

For further particulars, apply to

M. LANDOLI, Agent.

The Pharmacy, Queen's Road, Central, Hongkong, 6th February, 1904. [420]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS can be RESPONSIBLE for any DEBTS contracted by the Crew or the following Vessels:—

Yuan Hongkong, Haidou, Lotus, Italian barque, Schiavino—Carlowitz & Co.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON, &c., via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSSEILLES.

STEAMERS TO SAIL REMARKS.

MALTA C. L. Daniel Noon, 13th February See Special Advertisement.

SHANGHAI BALLABARAT C. E. Longden About 14th February Freight and Passage.

LONDON, AMSTERDAM, ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSSEILLES.

PALERMO P. & O. S. N. Co. About 17th February Freight only.

YOKOHAMA, via SHANGHAI, HAI MOJI and KOBE.

S. Barcham About 23rd February Freight and Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 9th February, 1904. [1]

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS TO SAIL REMARKS.

FOOCHOW, via SWATOW, TAMSUI, via SWATOW, TAMSUI (DIRECT), TAKAO (DIRECT), ANPING (DIRECT).

TRIUMPH A. Hansen TUESDAY, 16th February, at 10 A.M.

M. STREVE T. Brandt THURSDAY, 18th February, at 10 A.M.

PROMETHEUS LYDIA GIBSTON BEAU THURSDAY, 18th February, at 10 A.M.

TRITON K. KRAFT FRIDAY, 19th February, at 10 A.M.

The Co's new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

By the Co's steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 11th February, 1904. T. ARIMA, Manager [15]

PORTLAND & ASIATIC STEAMSHIP CO

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

INDRAPURA 4,899 A. E. Hollingsworth February 13, 1904

INDRAPURA 5,197 W. E. Craven March 15, 1904

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 12th January, 1904. [114]

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA BC. AND TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date.

OLYMPIA 2,837 A. Dixon Saturday, February 13th

SHAWMUT 2,806 W. M. Smith Friday, February 19th

TACOMA 2,812 M. Riley Friday, February 26th

VICTORIA 2,802 J. T. McBride Wednesday, March 10th

TREMONT 2,806 T. W. Garlick Friday, March 17th

OLYMPIA 2,837 A. Dixon Wednesday, April 27th

* Not carrying second class passengers.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT 2,806 tons T. W. Garlick About 1st March.

S.S. SHAWMUT 2,806 tons W. M. Smith About 30th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—DODWELL & CO., LIMITED.

QUEEN'S BUILDINGS, Hongkong, 26th January, 1904. [7]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GUAYMA, Ports in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS TO SAIL REMARKS.

C. FRED. LARSEN HAVRE and HAMBURG On 20th Feb. Freight.

SITHONIA HAVRE, BREMEN and HAMBURG On 2nd Mar. Freight.

BATHANIA HAVRE and HAMBURG On 6th Mar. Freight & Passengers.

SAMBIA HAVRE and HAMBURG On 2nd Mar. Freight.

ABESSINIA HAVRE and HAMBURG On 5th April. Freight.

SUEVIA HAVRE and HAMBURG On 19th April. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, amplitube, Electric Light, Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TO SAIL REMARKS.

PERLA 1980 A. H. Nottley Manila direct. Thurs. 11th Feb. 4 P.M.

ZAFIRO 2540 R. Rodger Manila direct. Sat. 13th Feb. 10 A.M.

RUBI 2540 R. W. Almond Manila direct. Sat. 20th Feb. 10 A.M.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 10th February, 1904. [16]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS TO SAIL REMARKS.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"PAK LING"	On 12th February.
GLASGOW and LIVERPOOL...	"IDOMENEUS"	On 20th February.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 22nd February.
GLASGOW and LIVERPOOL...	"MENELAUS"	On 27th February.
GLASGOW and LIVERPOOL...	"BITEUS"	On 4th March.
GLASGOW and LIVERPOOL...	"MACHON"	On 5th March.
GLASGOW and LIVERPOOL...	"TELEMACHUS"	On 12th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP...	"KINTUCK"	On 18th February.
GENOA, MARSEILLES and LIVERPOOL...	"KEEMUN"	On 22nd February.
LONDON and ANTWERP...	"MOYUNE"	On 1st March.
GENOA, MARSEILLES and LIVERPOOL...	"GLAUCUS"	On 15th March.
LONDON and ANTWERP...	"AJAX"	On 20th March.
LONDON and ANTWERP...	"PAK LING"	On 28th March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA.	"AGAMEMNON"	On 24th February.

The s.s. "PAK LING" left Singapore on the 8th inst., at daylight, and is due here on the 13th inst.
The s.s. "TELEUS" should leave Pacific Coast for this port via Japan on the 18th inst.
The s.s. "FELBUS" left Victoria B.C., on the 5th ult., for this port via Japan.
For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th February, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
THURSDAY ISLAND, COOK, TOWN, CAIRN, TOWNVILLE, BRISBANE, SYDNEY and MEL.	"TSINAN"	On 12th February.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th February, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1904.
"MACDUFF" ... 1st Mar.
For Freight and further information, apply to DODWELL & CO., LD., Agents.
Hongkong, 24th January, 1904. [1125]

"HONGKONG DAILY PRESS" PUBLICATIONS.
DIRECTORIAL AND CHRONICLE OF THE FAR EAST ... \$10.00
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AUGUS DE LA PRESSE. FONDÉ EN 1897.

POUR être sûr de ne pas laisser échapper un journal qui l'aurait nommé, il était abonné à l'Argus de la Presse, "qui lit, décrypte, et traduit tous les journaux du monde, et en fournit les extraits sur n'importe quel sujet."

L'Argus de la Presse fournit aux artistes, littérateurs, savants, hommes politiques, tout ce qui paraît sur leur compte dans les journaux et revues du monde entier.

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NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"GLAUCUS," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th February, 1904. [10-11]

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

"SEYDLITZ," OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby notified that their Goods, with the exception of Opium, Treasure and Valuable, are being landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th February, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th inst., or they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 8th February, 1904. [7]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE," FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 15th February, 1904. [469]

NAVIGAZIONE GENERALE ITALIANA. (Florida and Rabattoni United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

"CAPRI," having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th instant, will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 8th February, 1904. [4]

STEAMSHIP "AUSTRALIEN," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. Douro and s.s. Ville de Marseille in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., To-DAY, the 9th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Wednesday, the 17th February, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th February, or they will not be recognised. All damaged packages will be examined on Wednesday, the 17th February, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th February, 1904. [2]

NOTICES TO CONSIGNEES

FROM MIDDLESBOROUGH, HAMBURG AND LONDON.

THE Steamship

"MERIONETHSHIRE," Captain G. C. Cundy, having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 5th February, 1904. [447]

JAVA-CHINA-JAPAN LINE.

FROM BATAVIA, CHERIBON, SAMARANG, SOERABAYA, AND MACASSAR.

THE J.C.L. Steamship

"TJILATJAP," Captain H. Koppelaar, having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th inst., or they will not be recognised.

No Fire Insurance has been effected.

HOLLAND-CHINA-TRADING CO., Agents.

Hongkong, 8th February, 1904. [476]

NORFOLK PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOI.

CONSIGNEES of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th inst., or they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 8th February, 1904. [7]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE," FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th inst., or they will not be recognised.

No Fire Insurance has been effected.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th January, 1903. [454]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR," having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SARSON & CO., LD., Agents.

Hongkong, 9th February, 1904. [48]

DOCK No. 1 (at TATEGAMI).

Extreme Length ... 523 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 39 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 26 1/2 "

DOCK No. 2 (at MUKAIJIMA).

Extreme Length ... 371 feet.

Length on Blocks ... 350 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the latest improvements and are executing any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED UP WITH POWERFUL SALVAGE PLANT, READY AT SHORT NOTICE.

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HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. G. M. Brock, Hongkong.

Albion, battleship, 12,950 tons, 18 guns, Capt. Fremantle, Mira Bay.

Algerie, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Singapore.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., Weihaiwei.

Blenheim, 1st class cruiser, 2,000 tons, 12 guns, 21,411 h.p., Capt. E. G. Stopford, at Singapore.

Brantley, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. C. O. M. Macdonald, Hongkong.

Brighton, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, Yangtze.

Centurion, battleship, 10,500 tons, Capt. Fegen, Mira Bay.

Creasy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, Hongkong.

Edipus, cruiser, 5,600 tons, 11 guns, Captain Stokes, Singapore.

Espiegle, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, Newchwang.

Fame, torpedo-boat destroyer, 380 tons, 6 guns, 5,700 h.p., Lieut.-Comdr. C. Anson, at Hongkong.

Farallone, cruiser, 443 tons, 12 guns, Comdr. Vaughan Lewis, Hongkong.

Glory, battleship, 12,950 tons, 18 guns, 13,500 h.p., Captain A. W. Carter, Hongkong.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Hummer, storeship, 1,340 tons, Comdr. John D. Daintree, Hongkong.

Janus, torpedo-boat destroyer, 230 tons, 6 guns, 5,500 h.p., in reserve.

Kinsale, river gunboat, 331 tons, Lieut.-Comdr. Christopher P. McNeill, at Yangtze.

Leviathan, cruiser, 14,100 tons, Capt. Hon. W. G. Stopford, Mira Bay.

Moorehead, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. G. G. Webster, West River.

Ocean, battleship, 12,950 tons, 18 guns, 13,500 h.p., Captain R. F. O. Foote, C.M.G., Hongkong.

Otter, torpedo-boat destroyer, 350 tons, in reserve.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. J. Nicholas, Shanghai.

Ramirez, surveying-ship, 535 tons, Capt. Morris H. Smyth, Hongkong.

Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. St. Aubyn Wake, Shanghai.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. C. W. J. Howard, Hongkong.

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. Thos. Jackson, Yangtze.

Saudpiper, river gunboat, 35 tons, 2 guns, 240 h.p., Lieut.-Comdr. L. W. Jones, West River.

Sirius, 2nd class cruiser, 3,800 tons, Capt. C. H. H. Moore, Shanghai.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, at Yangtze.

Sparrowhawk, torpedo-boat destroyer, 360 h.p., Lieut.-Comdr. Codrington, Hongkong.

Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., in reserve.

Talbot, cruiser, 5,600 tons, 11 guns, 9,600 tons, Capt. Lewis Bayley, Weihaiwei.

Tamar, receiving ship, 4,800 tons, 6 guns, Rear-Admiral Robinson, at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. E. F. E. Dugmore, at Yangtze.

Thetis, cruiser, 3,400 tons, Capt. J. C. A. Wilkinson, Hongkong.

Tweed, gunboat, 363 tons, 3 guns, 200 h.p., at Yangtze.

Vengeance, battleship, 12,950 tons, 18 guns, 13,500 h.p., Capt. L. C. Stuart, C.M.G., Mira Bay.

Vestal, sloop, 980 tons, 10 guns, 1,400 h.p., Comdr. Stuart St. J. Farquhar, Hongkong.

Virago, torpedo-boat destroyer, 360 tons, Lieut.-Comdr. J. A. Gregory, Hongkong.

Waterwitch, surveying-ship, 620 tons, 450 h.p., Comdr. E. C. Hardy, Hongkong.

Whiting, torpedo-boat destroyer, 380 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. Wells, Hongkong.

Wivern, coast defence ship, armed, 2,750 tons, 1,000 h.p

